

AIRCRAFT ACCIDENT REPORT  
OPNAV FORM 3750-1A (Rev. 3-63)

SPECIAL HANDLING REQUIRED in accordance with  
Para. 66, OPNAV INSTRUCTION 3750.1

OPNAV REPORT 37.

PART I GENERAL				
1. COMMAND BOARD APPOINTED BY Carrier Air Wing 14	2. SERIAL NO 1-65A	3. DTG (LOCAL) OF MISHAP 102218U NOV	4. MODEL AIRCRAFT F4B	5. BUREAU NUMBER 152248
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP 240 RELATIVE/3nm CVA-61(33-02.5N, 118-07.5W)		10. DAMAGE ALFA
7. VIA CO, FITRON 142 Commander, Carrier Air Wing 14 CO, USS RANGER (CVA-61) COMNAVAF PAC		11. TIME OF DAY NIGHT	12. TIME ON FLIGHT 0 + 58	13. FLIGHT CODE 3A6
14. CLEARED FROM CVA-61 TO: CVA-61		15. TYPE CLEARANCE VFR LOCAL	16. AIRSPEED 150E	17. A/C WEIGHT 33,800
18. ELEVATION AT TIME OF MISHAP Aircraft collided with water.		19. ELEVATION AT TIME OF MISHAP S. L. 0 TERRAIN 0		
20. LIST MODEL, RUND, REPORTING COUNTRY AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)				

FACTOR	FACTOR	FACTOR

(b) (5)

1. NAME (Last, First & Middle Initial)	2. GRADE	3. SERVICE NO.	4. BRANCH	5. AGE	6. TIME	7. DUTY	8. POSITION	9. LOCATION
WILKES, Patrick W.	LTJG	(b) (6)	USN	26	8 mo.	Pilot	Cockpit	A
CO-PILOT (Name & position optional)								

ITEM		ITEM	ALL	IN MODEL
11. ALL MODELS	432	17. CV LANDINGS DAY/NIGHT	31	12
12. ALL MODELS IN LAST 12 MONTHS	213	18. CVL LANDINGS LAST 6 MONTHS DAY/NIGHT	24	12
13. ALL MODELS IN LAST 3 MONTHS	83	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	35	53
14. ALL SERIES THIS MODEL	108	20. NIGHT HOURS LAST 3 MONTHS	1.9	0.7
15. ALL SERIES THIS MODEL LAST 12 MONTHS	108	21. TOTAL HOURS IN JETS (if not mishap)	1.9	0.7
16. ALL SERIES THIS MODEL LAST 3 MONTHS	83	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	19	19
17. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	6/3/65 QUAL	23. TYPE INSTRUMENT CARD	10 NOV 65	1.8

25. NAME (Last, First & Middle Initial)	26. GRADE	27. SERVICE NO.	28. BRANCH	29. AGE	30. DUTY	31. POSITION	32. LOCATION
MYERS, Patrick H.	LTJG	USNR	(b) (6)	A	RIO	Rear Cockpit	

## PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

PART II MAINTENANCE MATERIAL AND FACILITIES DATA																			
1. DATE OF MANUFACTURE		2. FLIGHT HRS. SINCE ACCEPTANCE		3. NO. OF PAR/OVERHAUL		4. MONTHS SINCE LAST PAR/OVERHAUL		5. FLT. HRS. SINCE LAST PAR/OVERHAUL		6. LAST/PART OVERHAUL ACTIVITY		7. TYPE OF LAST CHECK PERFORMED		8. FLIGHT HOURS SINCE LAST CHECK		9. DAYS SINCE LAST CHECK			
15 APR 65		311.6		NONE		NA		NA		NA		Cal. Old MAJOR		25.7		27			
1. ENGINE MODEL		2. ENGINE SERIAL NUMBER		3. FLIGHT HRS. SINCE ACCEPTANCE		4. NUMBER OF OVERHAULS		5. WAS DIR. REQUESTED?		6. FLT. HRS. SINCE LAST OVERHAUL		7. LAST OVERHAUL ACTIVITY		8. TYPE OF LAST CHECK PERFORMED		9. FLIGHT HOURS SINCE LAST CHECK		10. DAYS SINCE LAST CHECK	
U79GE-8B		421703		311.6		0		NO		-		-		CALENDAR		25.7		27	
U79GE-3B		421704		311.6		0		NO		-		-		CALENDAR		25.7		27	
11. COMMENTS																			
1. COMPONENT INVOLVED		2. MANUFACTURER'S PART NUMBER		3. TOTAL HRS. ON PART		4. NO. OF OVERHAULS		5. HOURS SINCE LAST OVERHAUL		6. OVERHAUL ACTIVITY		7. WAS DIR. REQUESTED?		8. SER. NO. FILED/APPR'D					
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# AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with

Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTINGS	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRDLE AND BRDLE ARRESTER		

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

G. SHIPS DATA

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, windings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. loadings and months in service)
			CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT RUNOUT (WT. LBS.)		
DECK PENDANT						
DECK PENDANT						
CARRIER SAFETY						

FOR INCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPARTED	2. DATE RETURNED	3. DAY HOURS/LANINGS SINCE DEPLOYMENT	4. DAY HOURS/LANINGS LAST 30 DAYS
9 NOV 65		3.5/2	23.7/12
5. DAY HOURS/LANINGS SINCE DEPLOYMENT	6. NIGHT HOURS/LANINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANINGS LAST 30 DAYS	
2.4 (A) NIGHT	1.8/1	9.3/5	

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE AIR SURFACE UNDER	5. DEW POINT	6. ALT. METER SETTING
NONE	NO	UNDETERMINED/CALM	NA 65	55	30.01

Sea State Calm, Sea Temperature 66°F

PART III ADDITIONAL INFORMATION

ENTRY	SECTION	TEXT	REMARKS	2. COPY DISTRIBUTION
				100 NAVJAG/SAFECH DIRECT (MAR)
				100 NAVJAGS DIRECT (MAR)
				COMNAVATRPAC
				COMPAIRMTRAMAR
				BUFILESPRSTL/OUTS
				NIO, DIRECTORATE OF AEROSPACE SAFETY
				NORTON AFB

1. COST DAMAGE TO:	2. GOVERNMENT PROPERTY	3. PRIVATE PROPERTY	4. DATE SUBMITTED TO CO
			22 November 1965

PART IV SIGNATURES OF THE BOARD

(b) (6)

When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

Part V - The Accident.

At 2100H on 10 November 1965, LTJG WILKES and LTJG MYERS were launched from USS RAULER (CVA-61) in F4B BURR 152248 for a scheduled CAP mission. The flight was briefed by LCDR H. SCUSA and the mission was accomplished without any unusual occurrences (Enclosure (1)). Upon completion of the mission, LTJG WILKES proceeded to his CGA Marshall at 21 miles, 6000 feet on the 150 degree radial (Enclosure (2)). The CGA approach was normal up to the six mile gate. LTJG WILKES reported a fuel state of 49 (4900 pounds) at the ten mile gate (Enclosure (3)). The ship was still in a turn when LTJG WILKES approached the ship. He then executed a wave off and turned downwind. LTJG WILKES last transmission was an acknowledgement of the downwind heading (Enclosure (3)). The CGA controller lost radar contact as LTJG WILKES approached the beam position (Enclosure (4)). The aircraft collided with the water about 2 miles downwind from the beam position.

Part VI - Damage to Aircraft.

The aircraft sustained Alfa Damage as a result of the collision with the water.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E

poor  
copy

Part VII - The Investigation and Analysis.

(b) (5)



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POOR  
COPY

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E



Poor  
COPY

(b) (5)



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Poor  
COPY

Part VIII - Conclusions.

(b) (5)



Part IX - Recommendations.

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E



INDEX TO ENCLOSURES

1. STATEMENT OF FLIGHT LEADER, LCDR SOUSA.
2. STATEMENT OF CCA OFFICER, LT STOREY.
3. TRANSCRIPT OF CCA RADIO TRANSMISSIONS.
4. STATEMENT OF CCA CONTROLLER, FLOUSSARD, ACL.
5. STATEMENT OF USS HOPEWELL (DD-681) 20-24 OOD, LT SCHEFFEL.
6. STATEMENT OF USS HOPEWELL (DD-681) 00-04 OOD, LTJG COOPER.
7. PHOTOGRAPH OF AIRCRAFT DEBRIS.
8. PHOTOGRAPH OF WING TIP LIGHT BULBS.
9. STATEMENT OF WEATHER SERVICE OFFICER. LCDR GALLEGOS.
10. STATEMENT OF CONTROLLING LSO, LT COLTR.
11. RESUME OF LTJG WILKES FLIGHT EXPERIENCE.
12. MCR (ORIGINAL ONLY).

STATEMENT of LCDR M. B. SOUSA, USN, FLIGHT LEADER, concerning AIRCRAFT  
ACCIDENT involving F4B BUNO 152248, occurring 10 November 1965; PILOT  
WILKES

(b) (5)



*MB Sousa*

M. B. SOUSA

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E

Enclosure (1)

STATEMENT of LT W. D. STOREY, USN, OCA Officer, concerning AIRCRAFT  
ACCIDENT involving F4B BUNO 152248, occurring on 10 November 1965;  
PILOT WILKES

(b) (5)



*W. D. Storey*  
W. D. STOREY

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVISNT 3750.6E

Enclosure (2)

Transcript of the Recorder Tape of CATCC61. USS RANGER (CVA-61)  
concerning Aircraft Accident involving F-4B BUNO 152248, occurring  
on 10 November 1965; PILOT WILKES

ACTUAL TIME

	DAKOTA 203:	"EAGLE APPROACH, DAKOTA 203, 18 MILES-OVER."
		- NO RESPONSE -
	DAKOTA 203:	"EAGLE APPROACH, DAKOTA 203-OVER."
	CONTROLLER:	"DAKOTA 203, HEAR YOU LOUD AND CLEAR. HOW ME?"
	DAKOTA 203:	"ROGER - LOUD AND CLEAR, 17 MILES."
	CONTROLLER:	"DAKOTA 203 CONTINUE INBOUND - "
	CONTROLLER:	"DAKOTA 203, THE SHIPS CURRENTLY IN A TURN, EXPECTED FINAL BEARING 330 - "
	DAKOTA 203:	"TWO-ZERO-THREE, ROGER."
	CONTROLLER:	"DAKOTA 203 VERIFY YOUR STATE."
	DAKOTA 203:	"TWO-ZERO-THREE, STATE FIVE POINT ZERO."
	CONTROLLER:	"ROGER, THANK YOU - "
	CONTROLLER:	"DAKOTA 203 THE SHIP'S CURRENTLY TURNING THROUGH 210° AT THIS TIME."
		- NO ACKNOWLEDGEMENT -
	CONTROLLER:	"DAKOTA 203 YOUR DME - ?"
2211 $\frac{1}{2}$ U	DAKOTA 203:	"TWO-ZERO-THREE, ELEVEN AND A HALF."
	CONTROLLER:	"ROGER, CONTINUE INBOUND." (TAPE TIME #1410 $\frac{1}{2}$ )
	DAKOTA 203:	"DAKOTA 203, TEN MILES, STATE FOUR -- NINER." (LOCAL TIME 2212 - TAPE TIME 1411)
	CONTROLLER:	"DAKOTA 203 ROGER, WHAT ANGELS?"
	DAKOTA 203:	"ANGELS ONE."
	CONTROLLER:	"ROGER 203, CONTINUE INBOUND."
2212 $\frac{1}{4}$ U	DAKOTA 203:	"TWO-ZERO-THREE" (TAPE TIME 1411 $\frac{1}{4}$ )
	CONTROLLER:	"DAKOTA 203 - DME"
	DAKOTA 203:	"TWO-ZERO-THREE, SEVEN AND A HALF."
	CONTROLLER:	"DAKOTA 203, SHIP'S STILL IN A TURN PASSING THROUGH 250°."
	DAKOTA 203:	"TWO-ZERO-THREE, ROGER."
	CONTROLLER:	"DAKOTA 203, 6 MILES, DIRTY UP."
	DAKOTA 203:	"TWO-ZERO-THREE, GEAR DOWN."
	CONTROLLER:	"DAKOTA 203, SHIP'S TURNING THROUGH 270 AT THIS TIME."
	DAKOTA 203:	"TWO-ZERO-THREE."
	BUSY-BEE AIRCRAFT:	"GRAY EAGLE, BUSY-BEE 600 WITH 605 OVERHEAD AT TWO THOUSAND."
	CONTROLLER:	"ROGER, BUSY-BEE 600, LEFT 140."
	BB-600:	"SIX-ZERO-ZERO UNDERSTAND LEFT TO 140°-ROGER MY PRESENT COURSE 320°, OVER."

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF ORNAVINST 3750.6E

Enclosure (3)



2215U  
2215ZU

2216U

2217ZU

CONTROLLER: "ROGER, USE CAUTION WE HAVE AIRCRAFT ON THE WAVE-OFF AT THIS TIME - MAINTAIN ANGELS TWO."

BB-600: "SIX-ZERO-ZERO, ANGELS TWO - WILCO."

BB-605: "SIX-ZERO-FIVE CAN MAKE A SEPARATE APPROACH FROM HERE."

CONTROLLER: "ROGER, 605."

BB-600: "THIS IS 600, HOW SOON DO YOU EXPECT TO TAKE US ABOARD?"

CONTROLLER: "ROGER, THE SHIP'S TURNING THROUGH 300 AT THIS TIME, PMX - CORRECTION, FINAL BEARING 330."

BB A/C: "ROGER."

CONTROLLER: "DAKOTA 203 TAKE ANGELS ONE." (TAPE TIME #1414)

DAKOTA 203: "TWO-ZERO-THREE, UNDERSTAND ANGELS ONE, CLEANING UP."

CONTROLLER: "NEGATIVE 203 - REMAIN AT YOUR ALTITUDE." (TAPE TIME #1414)

BB-605: "---(Q), DO YOU WANT ME TO STAY ON SIX-ZERO-THREE'S WING OR BREAK FROM THIS POINT?"

BB-600: "STAY ON MY WING - THIS IS ZERO-ZERO, OUT."

CONTROLLER: "DAKOTA 203 - REPORT THE BALL."

.. NO ACKNOWLEDGEMENT -

CONTROLLER: "BUSY-BEE 600 UNDERSTAND 605 ON YOUR WING?"

BB-600: "ZERO-ZERO, AFFIRMATIVE."

CONTROLLER: "ROGER, I HOLD YOU DOWNWIND-TWO MILES-, CONTINUE."

DAKOTA 203: "TWO-ZERO-THREE PASSED OVERHEAD, TURNING DOWNWIND. (TAPE TIME #1415)

CONTROLLER: "DAKOTA 203, ROGER, LEFT 150°."

DAKOTA 203: "LEFT - ONE-FIVE-ZERO."

BB A/C: "GRAY EAGLE DO YOU WANT 600 TO BREAK UP AND COMMENCE AN APPROACH FROM HERE?"

CONTROLLER: "BUSY-BEE 600, ROGER - THAT'S AFFIRMATIVE."

BB-600: "ROGER - BREAK UP ZERO FIVE."

BB-605: "BEE, I'LL HOLD TWO-ONE-ZERO FOR A SHORTLY."

BB-600: "GRAY EAGLE FROM ZERO-ZERO, IS MY ALTITUDE STILL TWO-THOUSAND?"

CONTROLLER: "600 - AFFIRMATIVE."

CONTROLLER: "GARFISH 600 and 605 - DIRTY UP."

BB A/C: "THIS IS BUSY-BEE 600 - DIRTY UP."

CONTROLLER: "ROGER, BUSY-BEE 600 - BREAK - DAKOTA 203 LEFT 140."

CONTROLLER: "DAKOTA 203, LEFT 130."

.. NO ACKNOWLEDGEMENT -

CONTROLLER: "DAKOTA 203, HOW DO YOU READ?" (TAPE TIME #1416)

BB-600: "SIX-ZERO-ZERO DOWNWIND, TWO THOUSAND, GEAR DOWN."

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PAR. 66 OF OPNAVINST 3750.6E

Enclosure (3)

2217 3/4U

CONTROLLER: "ROGER 600, CALL ABRAHAM."  
BB-600: "SIX-ZERO-ZERO REQUEST HEADING - TAKING ANGELS ONE."  
CONTROLLER: "ROGER BUSY-BEE 600 CONTINUE 150."  
BB-600: "ONE-FIVE-ZERO."  
CONTROLLER: "DAKOTA 203, SAY YOUR HEADING." (TAPE TIME #1416 3/4)  
-- NO ACKNOWLEDGEMENT --  
CONTROLLER: "DAKOTA 203, LEFT 340."  
-- NO ACKNOWLEDGEMENT --  
BB-605: "SIX-ZERO-FIVE MAINTAINING ANGELS TWO-ONE-FIVE-ZERO."  
CONTROLLER: "ROGER 605."  
CONTROLLER: "DAKOTA 203, IF YOU READ ROLL OUT ON A HEADING OF 350." (TAPE TIME #1417)  
BB-600: "SIX-ZERO-ZERO ANOTHER AIRPLANE JUST PASSED BETWEEN FIVE AND MYSELF --."  
BB A/C: " -- ROGER, THERE'S ANOTHER ONE OFF YOUR PORT THAT'S GONNA PASS -- GOING OVER US."  
CONTROLLER: "DAKOTA 203 DO YOU HEAR ME, OVER?" (TAPE TIME #1417 1/2)  
CONTROLLER: "BUSY-BEE 605 MAINTAIN ANGELS TWO - LEFT 350."  
BB-605: "SIX-ZERO-FIVE, ROGER"  
BB-600: "SIX-ZERO-ZERO, ONE-FIVE-ZERO, ONE THOUSAND."  
CONTROLLER: "BUSY-BEE 203, RADIO CHECK - HOW DO YOU READ?"  
CONTROLLER: "DA --, CORRECTION, BUSY-BEE 600, LEFT 360."  
BB-600: "SIX-ZERO-ZERO, LEFT THREE-SIX-ZERO, ONE THOUSAND."  
CONTROLLER: "BUSY-BEE 600, HEADS-UP IN THE TURN."  
CONTROLLER: "DAKOTA 203 - HOW DO YOU HEAR?"  
-- NO ACKNOWLEDGEMENT --  
CONTROLLER: "BUSY-BEE 605, LEFT 360."  
BB-605: "SIX-ZERO-FIVE - YOU'D ALREADY GIVEN ME A LEFT TO THREE-FIVE-ZERO."  
CONTROLLER: "ROGER - CONTINUE, I HAVE YOU IN THE TURN NOW."  
CONTROLLER: "BUSY-BEE 600 AND 605, HEADS UP - THERE'S A MORDO AIRCRAFT OUT THERE."  
  
(TAPE TIME #1418 3/4)

STATEMENT of FLOUSSARD, Louis H., Jr., AC1, USN, CATTIC Controller,  
concerning AIRCRAFT ACCIDENT involving F4B BUNO 152248, occurring on  
10 November 1965; PILOT WILKES

(b) (5)



*Louis H. Flossard Jr.*  
Louis H. FLOUSSARD, Jr.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E

Enclosure (4)

STATEMENT of LT W. S. SCHEFFEL, USN2, CGD, USS HOPEWELL (DD-681),  
concerning AIRCRAFT ACCIDENT involving F4B BUNO 152248, occurring  
on 10 November 1965; PILOT WILKES

(b) (5)

/s/ W. S. SCHEFFEL

AUTHENTICATED:

(b) (6)

CDR USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.62

Enclosure (5)



STATEMENT of LTJG G. T. COOPER, USN, concerning AIRCRAFT ACCIDENT  
involving F4B BUNO 152248, occurring on 10 November 1965; PILOT WILKES

(b) (5)

G. T. COOPER

AUTHENTICATED:

(b) (6)

LCDR USN

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E

Enclosure (6)



VF-142 AAR 1-65A, OCCURRING 10 NOV 1965, F-4B BUNO 152248, PILOT WILKES  
DEBRIS RECOVERED FROM ACCIDENT

(1) PORT WING SECTION (2) PORT MLG DOOR (3) STBD MLG DOOR (4) MBEU  
CONTAINER (5) FLAP OR AILERON HONEYCOMB (6) COCKPIT INSULATION  
(7) KNEE BOARD CARDS (8) INSTRUMENT HOOD

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF  
OPNAVINST 3750.6E

ENCLOSURE (7)



NEW TRAILING EDGE  
WING TIP BULB



TRAILING EDGE WING TIP BULB  
FROM F-4B BUNO 152248



LEADING EDGE WING TIP BULB  
FROM F-4B BUNO 152248

VF-142 AAR 1-65A, OCCURRING 10 NOV 1965, F-4B, BUNO 152248, PILOT WILKES  
SPECIAL HANDLING IN ACCORDANCE WITH PARA 66 OPNAVINST 3750.6E

ENCLOSURE (8)

STATEMENT of LCDR P. S. GALLEGOS, USN, WEATHER SERVICE OFFICER,  
concerning AIRCRAFT ACCIDENT involving F4B BUONO 152248, occurring  
on 10 November 1965; PILOT MIKES

At 110619Z November 1965, the following weather and sea conditions  
were observed by USS RANGER (CVA-61) weather observers:

1. Ceiling: NONE (CLEAR)
2. Clouds: NONE
3. Visibility: 10 MILES
4. Relative Wind Direction: UNKNOWN
5. True Wind Direction: CALM
6. True Wind Speed: CALM
7. Dry Air Temperature: 63 DEG. F.
8. Dew Point Temperature: 55 DEG. F.
9. Altimeter: 30.01 INCHES
10. Relative Humidity: 77 PERCENT
11. Sea Water Temperature: 66 DEG. F.
12. Sea State: NOT OBSERVED
13. Precipitation: NONE
14. Freezing Level: 12,400 FT.
15. Density Altitude: PLUS 400 FT.

*P. S. Gallegos*  
P. S. GALLEGOS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAVINST 3750.6E

Enclosure (9)



STATEMENT of LT PHILIP G. COLTER, USNR, ISO concerning AIRCRAFT ACCIDENT  
involving F4B BUNO 152248 occurring 10 November 1965; PILOT WILLES

(b) (5)



*Philip G. Colter*  
Philip G. COLTER

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF NAVINST 3750.6E

Enclosure (10)

RESUME OF LTJG WILKES FLYING EXPERIENCE:

FISCAL YEAR	COMMAND ATTACHED	PERIOD ASSIGNED	MODEL A/C	FLIGHT HOURS	CV LDGS DAY/NIGHT	OPERAT/ PROFIC
1966	VF-147	OCT 65-NOV 65	F-4E	23	12/5	OPERAT
1966	VF-121	AUG 65-OCT 65	F-4B/TF-9J	94/14	12/7(F-4B)	"
1965	VF-23	MARCH 65	F-11A	25	0	"
1965	VF-23	OCT 64-FEB 65	TF-9J	132	3/0	"
1965	VF-2/VT-4	AUG 64-SEPT 64	T-2A	90/23	4/0	"
1964	NASDTC	FEB 64-MAR 64	T-34	31	0	"
1964	VF-121 (CREW MEMBER)	AUG 63-NOV 63	F-4B	92	13/9	"

DATES OF LAST TEN DAY CV LDGS

31 OCT 65	2 NOV 65
31 OCT 65	3 NOV 65
31 OCT 65	5 NOV 65
31 OCT 65	8 NOV 65
31 OCT 65	10 NOV 65

DATES OF LAST FIVE NIGHT CV LDGS

1 NOV 65	3 NOV 65
1 NOV 65	8 NOV 65
2 NOV 65	

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OFNAVINST 3750.6E

Enclosure (11)

The Medical Officer's  
Reports were withheld  
entirely under  
exemptions (b)(5)  
and/or (b)(6) of the  
FOIA.

DE RUWDUI 101 3150531

ZNY EEEEE

R 120833Z

FM USS RANGER

TO RUECW/CNO

RUCKDG/NAVAVS AF CEN, NORVA

RUWDAF/COMNAVAIRPAC

INFO RUECH/BUPERS

RUECM/BUWERS

RUECCR/COMNAVMAT

RUHLHQ/CINCPAC

RUHLHL/CINCPACFLT

RUCKDA/COMNAVAIRLANT

RUHFG/CG AIRFMF PAC

RUCKHD/CG FMFLANT

RUWDAE/COMFIRSTFLT

RUWDCR/COM ELEVEN

RUWDAK/COMFIARMIRAMAR

RUWPBW/BUWERS REP STL

RUCDSQ/AF PR, EVENDALE, OHIO

RUCKSL/READATKCARAIRWING FOUR

RUWDAK/READATKCARAIRWING TWELVE

RUEPMR/DIRECTOR, ARMED FORCES INSTITUTE OF PATHOLOGY

RUWHNF/DIRECTOR, AEROSPACE SAFETY, NORTON AFB

BT

~~UNCLAS E F T O~~

VF-142

SUPPLEMENTARY REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST P3750.6E

B. MY 111017Z

1. E4B, BUNO 152248, VF-142, 1-65A, PILOT WILKES

2. VFR, CVA-61 TO CVA-61, 0 PLUS 58

3. ALFA, LOST AT SEA

4. COLLISION WITH WATER

5. AFTER INITIATING A FOUL DECK WAVE-OFF ON A NIGHT CCA, THE AIRCRAFT

PAGE TWO RUWDUI 101 UNCLAS E F T O

REPORTED OVERHEAD AND TURNING DOWNWIND. THE LAST TRANSMISSION RECEIVED FROM THE AIRCRAFT WAS AN ACKNOWLEDGEMENT OF ASSIGNED DOWNWIND HEAD-ING. CCA CONTROLLER OBSERVED THE RADAR TARGET DOWNWIND LEG BEGIN TO FADE AND FINALLY DISAPPEAR ENTIRELY AT THE ABEAM POSITION. THE RESCUE DESTROYER LATER RECOVERED BOTH MAIN GEAR DOORS AND THE PORT OUTBOARD WING PANEL MINUS THE LEADING EDGE FLAP, INDICATION THAT THE AIRCRAFT WAS IN THE DIRTY CONFIGURATION AT IMPACT.

6. WIND CALM, SEA STATE CALM, SKY CLEAR, TEMP 63, DEW PT 55, VIS 10

7. NONE

8. NO

9. NA

9. NA

10. UNDETERMINED

11. NONE

12. DEBRIS RECOVERED BY ON-SCENE DESTROYER INCLUDES: PORT OUTER WING PANEL LESS LEADING EDGE FLAP, BOTH MAIN LANDING GEAR DOORS, FRONT SEAT MBEU PERSONNEL PARACHUTE CONTAINER, BITS OF STYROFOAM BELIEVED TO BE FROM HELMET, AND VARIOUS KNEEBOARD CARDS. INTENSIVE SEARCH FOR SURVIVORS TERMINATED 111130U WITH NEGATIVE RESULTS.

BT

FYB 152248

11-10-65

120833Z

# 13/12/65

Supp AAR



1  
NASC DE COMH NR 43/11

DGB172CBF 673

PP BUCKDG

DE RUWDUI 879 3151015

ZNY EEEEE

P 111817Z

FM USS RANGER

TO RUECU/CNO

RUCKDG/NAVY/SAFCEN, NORVA

RUWDAF/COMNAVAIRPAC

INFO RUECH/BUPERS

RUECH/BUWFS

RUECCR/CMNAVMA

RUHLHQ/CINCPAC

RUHLHL/CINCPACFLT

RUCKDA/COMNAVAIRLANT

RUHFG/CG AIRFMFPAC

RUCKMD/CG FMFLANT

RUWDAE/COMFIRS TFLT

RUWDAK/COMFAIRMIRAMAR

RUWPDW/BUWERSREP STL

RUWIS 9/AFPR, EVENDALE OHIO

RUCKSL/READATKCARAIRWING FOUR

RUWDAK/READATKCARAIRWING TWELVE

RUWDCR/DIRECTOR, ARMED FORCES INSTITUTE OF PATHOLOGY

RUWHF/DIRECTOR, AEROSPACE SAFETY, NORTON AFB

RUWDCR/COMTELEVEN

BT

VF-142

PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST P3758.6E

1. F4B, BUHO 152245, VF-142

2. 18 NOV 1965, 2220U, USS RANGER (CVA-61) LAT 33-02.3N, LONG 115-07.2W

3. AIR INTERCEPT

4. ALFA

5. PILOT COMMENCED NIGHT CCA AT 2200U AND REPORTED FUEL STATE

4900 LBS AT 10 MILE GATE. AIRCRAFT WAS GIVEN FOUL DECK WAVEOFF

PAGE TWO RUWDUI 879 UNCLAS E F T O

AT 2216U. PILOT REPORTED TURNING DOWNWIND. SPN-6 RADAR TRACKED AIRCRAFT TO ABEAM POSITION WHERE ALL RADIO AND RADAR CONTACT WAS LOST.

6. PATRICK WAYNE WILGES, LTJG, (b) (6) USN, 1318, ACTIVE, UNKNOWN.

7. PATRICK HENRY MYERS, LTJG, (b) (6) USNR, 1325, ACTIVE, UNKNOWN, RIO.

8. NA

9. ON SCENE DESTROYER HAS RECOVERED PIECES OF AIRCRAFT AND COCKPIT ITEMS FROM MISSING ACFT. HELO AND SURFACE SEARCH VICIN DEBRIS CONTINUING. CIRCUMSTANCES INDICATE ANY SURVIVORS MIGHT BE IN IMMEDIATE VICIN DATUM.

BT

111017Z